

MURDER.

THE TRIAL OF WILLIAM A. FEAGLES FOR THE MURDER OF THOMAS H. MENLEY.

THE TRIAL OF WILLIAM A. FEAGLES FOR THE MURDER OF THOMAS H. MENLEY. The case is that of the Commonwealth of Virginia against the accused, who is charged with the murder of Thomas H. Menley, a prominent citizen of Newbern, North Carolina, on the morning of the 1st of April, 1890, at the residence of the deceased in the town of Newbern, North Carolina.

It is known that he was indebted to Caddell, it is said, and the note that was the evidence of that indebtedness has not been traced since the murder. He was found on the day of the crime, and the tracks of a dog, resembling the tracks made by his dog, were discovered at the scene of the tragedy. At last suspicion was sufficiently strong to warrant his apprehension and he was taken into custody. He was arraigned in the County Court last May, the grand jury having found a "true bill" against him. He elected to be tried in the Circuit Court.

His close relationship to the sheriff of the county made it desirable that another place of confinement should be chosen for him than Newbern jail, and he was removed for safe-keeping to Christiansburg. He has now been in jail for nearly five months, and it is reported that he is in poor health and confinement is telling upon him. He will breathe the free air of heaven to-morrow, but it will not be as a free man.

Of course, the outcome of the trial cannot now be predicted. He may be acquitted. The jury may bring in a verdict of "guilty as charged in the indictment," and he may go to a felon's doom. Like all similar cases in which the public interest has been excited, and where families of position and influence are concerned in the outcome, there is a divided sentiment as to the guilt or innocence of the prisoner. If he is guilty all beyond the pale of his family will wish that he may escape. The other members of the family, however, are reported to believe that the evidence looks very unfavorable to him.

There is to be a powerful array of counsel on both sides of the case. D. S. Pollock, the Commonwealth's attorney, will be assisted by General James A. Walker, of Wytheville, Joseph C. Wyner, of Newbern, who won high fame in the trial of Dr. Baker, at Abington, and Colonel Robert B. Berkeley, of our city. Counsel for the defense are Brown & Moore of this city, Isaac H. Larew, of Newbern, and Thomas N. Williams, the noted criminal lawyer of Lynchburg.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased. It is only a short distance from the jail to the residence of the deceased.

THOMAS H. MENLEY PASSES AWAY AFTER LEAVING CHARLOTTE. Manager Pendleton Returns \$150 of the Stolen Money—For Official Consolidation—Rose Osborne's Company.

WINSTON, N. C., October 26.—Thomas H. Menley, an aged and highly-respected citizen of Randolph county, died suddenly on the train this morning as he was pulling out from Charlotte. Mr. Menley had been through Texas on an extended trip and was returning to his home. The remains were taken off at High Point and conveyed through the country to his residence.

A letter received by the President of the Twin-City Club from J. M. Pendleton, the defaulting secretary and treasurer, encloses \$150 with the assurance that the entire amount would be returned. It is understood that Pendleton is in Lynchburg, Va., and has made good all of arrears to the Western Union Telegraph Company.

Post-Office Inspector Stoddard, of Washington, D. C., is in the city looking into the advisability and landability of consolidating the Winston and Salem post-offices. He will report to the proper authorities and it will be determined definitely in a few days. If the consolidation is effected a Government building will probably be erected and the office centrally located.

REQUISITION FOR CAWTHORNE. A Theatrical Company Goes to Pieces—Colonel Polk Returning. (Special telegram to the Dispatch.)

RALPH, N. C., October 26.—Governor Holt to-day made requisition on the Governor of Tennessee for C. R. Cawthorne, the Selma man who deserted his family and fled with a widow living in Raleigh, and who is now in jail at Chattanooga.

Rose Osborne's "Satan" company has gone to pieces here. Raymond, the manager, did not pay salaries, and most of the company struck. They attached all the property of Raymond, but got very little. Miss Osborne and Raymond have gone. The other members of the company will try to recoup themselves, have gone to Fayetteville and to-night play "Sweethearts" there. They are Chicago people.

COMING BACK. A telegram from L. L. Polk says he has left California on his return to North Carolina, having addressed immense audiences of Alliance and non-Alliance people, and that he will certainly speak at Elizabeth City on the 29th instant.

COSSATION. Badger Lawson, the negro in jail at Roxboro, charged with the murder of Mr. and Mrs. Dixon, in 1887, has made a confession that he killed the old man in the yard and when the old woman screamed went in the house and killed her, to prevent the noise from being heard. He admits that he had accomplices, but refuses to say who the latter are.

FOR QUARTERS. A letter from Quartermaster B. J. Miller, of the Fifth Maryland regiment, to-day states that he will be here Thursday to arrange for the quartering. The regiment will arrive at 7 P. M. on the 10th and leave about noon on the 12th. The colored people have extended a formal invitation to ex-Governor Jarvis to address them at the Exposition grounds at the opening of the new barracks.

AT Chapel Hill this morning Mr. Gaston Battle, of Edgecombe county, died at the home of his father, Mr. John Manning.

CAPTAIN JOHN W. WOODS'S FUNERAL. His Infant Daughter Baptized—A Drill at the Military School. (Correspondence of the Richmond Dispatch.)

SCOTLAND NECK, N. C., October 26.—The funeral of Captain John W. Woods, whose death was mentioned in this correspondence two days ago, was held at the residence of his wife, Mrs. Woods, at Scotland Neck, on the morning of the 26th. A special train came over from Lewiston and brought about thirty persons. Before the funeral services the infant daughter of the deceased was baptized into the Episcopal church. A large concourse of people had come to witness the funeral, and many more were present at the popular young man's funeral than at any other funeral in many years.

Rev. Mr. Day, a student from Wake-Forest College, preached in the Baptist church here yesterday.

YOUNG SOLDIERS. Your correspondent visited the new military school and witnessed a drill by the students. This school opened on the 7th of September and has had a successful record in which to train students. Major Barrand has succeeded so well as a drill-master that he gives a first-class drill now. Virginia may well feel proud of the work of one of her sons over in Carolina.

PLUMBERS AND TINNERS ASSIGN. The Second Failure in Asheville Within a Few Days—Dougherty's Verdict. (Special telegram to the Dispatch.)

ASHEVILLE, N. C., October 26.—Taylor, Bouie, & Brotherton, plumbers and tinsmen, have assigned to the creditors of the firm, a large number of their assets, and are unable to collect. This is the second failure within a few days. White, Cook, & Co., clothiers, failing far about the same amount.

Robert Dougherty, who killed William Terrence several months ago by knocking him from a horse, has submitted a verdict of manslaughter and gets twenty years.

A FAILURE IN STOCK. Messrs. Irving A. Evans & Co. Make an Assignment—The Bank Safe. (By Anglo-American cable to the Dispatch.)

BOSTON, October 26.—The firm of Irving A. Evans & Co. has made an assignment to Colonel Albert Pope and Wilcox R. Evans, for the protection of all creditors, to avoid litigation and to dispose of the assets to advantage. All the British bank, from Antwerp for Valparaiso, had been lost in collision with the Charlewood, founded almost immediately with a loss of sixteen lives. Three men were killed on board the Boston and the steamer's boats were badly stove in. The people were saved from the Charlewood. The accident occurred at 4:15 in the morning.

SERIOUS STRIKES IN ENGLAND. (By Anglo-American cable to the Dispatch.)

LONDON, October 26.—In Staffordshire and Worcestershire to-day about eight thousand miners struck against a reduction of 10 percent in their wages. The engineers employed about the Tyne and the Wear have decided to stop work on Saturday next, owing to the dispute with their employers over the question of pay. The intention of the engineers is to carry out their intention to strike thirty thousand persons will be thrown out of employment.

And Her Name It Is Detroit. (By Anglo-American cable to the Dispatch.)

WASHINGTON, October 26.—Secretary Tracy has named the 3,000-ton cruiser to be launched at Baltimore the "Detroit."

GRATITUDE TO ALL. The universal acceptance and approval of the pleasant liquid fruit syrup of Figs as the most effective laxative known, is the best evidence of its value and is abundantly gratifying to the California Fig-Syrup Company.

With such a citizen slain and his murder known to be not unnatural that someone interested should have been in the affair. From a very short time after the tragedy Figs were found to be a man about thirty-seven years of age, who had been engaged in a business in Newbern for four or five years. Your correspondent believes

DIED ON THE TRAIN.

THOMAS H. MENLEY PASSES AWAY AFTER LEAVING CHARLOTTE. Manager Pendleton Returns \$150 of the Stolen Money—For Official Consolidation—Rose Osborne's Company.

WINSTON, N. C., October 26.—Thomas H. Menley, an aged and highly-respected citizen of Randolph county, died suddenly on the train this morning as he was pulling out from Charlotte. Mr. Menley had been through Texas on an extended trip and was returning to his home. The remains were taken off at High Point and conveyed through the country to his residence.

A letter received by the President of the Twin-City Club from J. M. Pendleton, the defaulting secretary and treasurer, encloses \$150 with the assurance that the entire amount would be returned. It is understood that Pendleton is in Lynchburg, Va., and has made good all of arrears to the Western Union Telegraph Company.

Post-Office Inspector Stoddard, of Washington, D. C., is in the city looking into the advisability and landability of consolidating the Winston and Salem post-offices. He will report to the proper authorities and it will be determined definitely in a few days. If the consolidation is effected a Government building will probably be erected and the office centrally located.

REQUISITION FOR CAWTHORNE. A Theatrical Company Goes to Pieces—Colonel Polk Returning. (Special telegram to the Dispatch.)

RALPH, N. C., October 26.—Governor Holt to-day made requisition on the Governor of Tennessee for C. R. Cawthorne, the Selma man who deserted his family and fled with a widow living in Raleigh, and who is now in jail at Chattanooga.

Rose Osborne's "Satan" company has gone to pieces here. Raymond, the manager, did not pay salaries, and most of the company struck. They attached all the property of Raymond, but got very little. Miss Osborne and Raymond have gone. The other members of the company will try to recoup themselves, have gone to Fayetteville and to-night play "Sweethearts" there. They are Chicago people.

COMING BACK. A telegram from L. L. Polk says he has left California on his return to North Carolina, having addressed immense audiences of Alliance and non-Alliance people, and that he will certainly speak at Elizabeth City on the 29th instant.

COSSATION. Badger Lawson, the negro in jail at Roxboro, charged with the murder of Mr. and Mrs. Dixon, in 1887, has made a confession that he killed the old man in the yard and when the old woman screamed went in the house and killed her, to prevent the noise from being heard. He admits that he had accomplices, but refuses to say who the latter are.

FOR QUARTERS. A letter from Quartermaster B. J. Miller, of the Fifth Maryland regiment, to-day states that he will be here Thursday to arrange for the quartering. The regiment will arrive at 7 P. M. on the 10th and leave about noon on the 12th. The colored people have extended a formal invitation to ex-Governor Jarvis to address them at the Exposition grounds at the opening of the new barracks.

AT Chapel Hill this morning Mr. Gaston Battle, of Edgecombe county, died at the home of his father, Mr. John Manning.

CAPTAIN JOHN W. WOODS'S FUNERAL. His Infant Daughter Baptized—A Drill at the Military School. (Correspondence of the Richmond Dispatch.)

SCOTLAND NECK, N. C., October 26.—The funeral of Captain John W. Woods, whose death was mentioned in this correspondence two days ago, was held at the residence of his wife, Mrs. Woods, at Scotland Neck, on the morning of the 26th. A special train came over from Lewiston and brought about thirty persons. Before the funeral services the infant daughter of the deceased was baptized into the Episcopal church. A large concourse of people had come to witness the funeral, and many more were present at the popular young man's funeral than at any other funeral in many years.

Rev. Mr. Day, a student from Wake-Forest College, preached in the Baptist church here yesterday.

YOUNG SOLDIERS. Your correspondent visited the new military school and witnessed a drill by the students. This school opened on the 7th of September and has had a successful record in which to train students. Major Barrand has succeeded so well as a drill-master that he gives a first-class drill now. Virginia may well feel proud of the work of one of her sons over in Carolina.

PLUMBERS AND TINNERS ASSIGN. The Second Failure in Asheville Within a Few Days—Dougherty's Verdict. (Special telegram to the Dispatch.)

ASHEVILLE, N. C., October 26.—Taylor, Bouie, & Brotherton, plumbers and tinsmen, have assigned to the creditors of the firm, a large number of their assets, and are unable to collect. This is the second failure within a few days. White, Cook, & Co., clothiers, failing far about the same amount.

Robert Dougherty, who killed William Terrence several months ago by knocking him from a horse, has submitted a verdict of manslaughter and gets twenty years.

A FAILURE IN STOCK. Messrs. Irving A. Evans & Co. Make an Assignment—The Bank Safe. (By Anglo-American cable to the Dispatch.)

BOSTON, October 26.—The firm of Irving A. Evans & Co. has made an assignment to Colonel Albert Pope and Wilcox R. Evans, for the protection of all creditors, to avoid litigation and to dispose of the assets to advantage. All the British bank, from Antwerp for Valparaiso, had been lost in collision with the Charlewood, founded almost immediately with a loss of sixteen lives. Three men were killed on board the Boston and the steamer's boats were badly stove in. The people were saved from the Charlewood. The accident occurred at 4:15 in the morning.

SERIOUS STRIKES IN ENGLAND. (By Anglo-American cable to the Dispatch.)

LONDON, October 26.—In Staffordshire and Worcestershire to-day about eight thousand miners struck against a reduction of 10 percent in their wages. The engineers employed about the Tyne and the Wear have decided to stop work on Saturday next, owing to the dispute with their employers over the question of pay. The intention of the engineers is to carry out their intention to strike thirty thousand persons will be thrown out of employment.

And Her Name It Is Detroit. (By Anglo-American cable to the Dispatch.)

WASHINGTON, October 26.—Secretary Tracy has named the 3,000-ton cruiser to be launched at Baltimore the "Detroit."

GRATITUDE TO ALL. The universal acceptance and approval of the pleasant liquid fruit syrup of Figs as the most effective laxative known, is the best evidence of its value and is abundantly gratifying to the California Fig-Syrup Company.

With such a citizen slain and his murder known to be not unnatural that someone interested should have been in the affair. From a very short time after the tragedy Figs were found to be a man about thirty-seven years of age, who had been engaged in a business in Newbern for four or five years. Your correspondent believes

NEW YORK STOCK MARKET.

New York, October 26.—The stock market to-day was dull throughout and while alternately firm and heavy no material movement occurred except in one or two stocks. Moreover, while the final closes in quotations are generally lower, they are in most cases for insignificant fractions. This state of affairs reflects only the uncertainty which has taken possession of operators, though the near approach of an important election has its influence in keeping the market dull within narrow limits.

THE MOST PROMINENT FEATURES of the present market is the demand for good railroad bonds. Bankers, however, find difficulty in filling orders owing to the smallness of the supply, which appears in the market in a function of the present market. The demand for the general feeling, as it is usual for a new demand to appear first in the bond market, from which it extends to the dividend-paying stocks. The demand for bonds is not confined to this side of the Atlantic, as large orders are being received from London. The trading in stocks to-day was almost entirely

OF A PROFESSIONAL CHARACTER, and the selling was the work of the traders, who, as usual in times of dullness, are inclined to the bear side. Foreign operators were buyers at the opening of St. Paul, which was firm though quiet. But, aside from its activity, St. Paul was not prominent in the movement of the day. Chicago Gas was the strong point in the active list, but Michigan Central scored a gain of 1 1/2 per cent. On the other hand, Pennsylvania Coal, which was firm to 40, dropped to 38, and recovered only a fraction, and Delaware and Hudson dropped 1 1/2 per cent, while the advance in Michigan Central was not held.

THE CLOSE DETAIL BUT FIRM. The market was unusually barren of feature and finally closed dull, though firm. The rally, with most stocks slightly lower than on Saturday. Chicago Gas shows the only advance, its gain being 1 1/2 per cent, while Delaware and Hudson is 1 1/2 per cent. lower and Tennessee Coal 1 per cent. Sales of listed stocks, 154,000 shares; of unlisted, 11,000.

MONEY AND EXCHANGE. Evening—Exchange quiet and weak at 45 1/2 for gold, Commercial bills, 80 1/2. Money easy at 3 1/2, calling at 3 1/2. Treasury balances—Coin, \$50,591,000; currency, \$3,982,000. Governments dull but steady; 4 per cent, 117 1/2. State bonds entirely neglected.

STOCK QUOTATIONS. Alabama—Class A, 100 1/2. North Carolina—Class A, 100 1/2. South Carolina—Class A, 100 1/2. Tennessee—Class A, 100 1/2. Virginia—Class A, 100 1/2. West Virginia—Class A, 100 1/2. Delaware—Class A, 100 1/2. Maryland—Class A, 100 1/2. Pennsylvania—Class A, 100 1/2. New Jersey—Class A, 100 1/2. New York—Class A, 100 1/2. Connecticut—Class A, 100 1/2. Massachusetts—Class A, 100 1/2. Rhode Island—Class A, 100 1/2. Vermont—Class A, 100 1/2. New Hampshire—Class A, 100 1/2. Maine—Class A, 100 1/2. New Brunswick—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1/2. Manitoba—Class A, 100 1/2. Ontario—Class A, 100 1/2. Quebec—Class A, 100 1/2. New France—Class A, 100 1/2. Nova Scotia—Class A, 100 1/2. Prince Edward Island—Class A, 100 1/2. Newfoundland—Class A, 100 1/2. Labrador—Class A, 100 1/2. British Columbia—Class A, 100 1/2. Alberta—Class A, 100 1/2. Saskatchewan—Class A, 100 1